ANNUAL MILEAGE FIGHT ONCE AGAIN WAXES IN HOUSE

Attempt to Reduce Allowance Meets With Caustic Resistance.

With the annual unsuccessful fight money than similar employes in the House, the debate on the legislative. executive, an djudicial appropriabill continued in the House today. House declined once more to reduce the 20 cents per mile allowance for mileage by its members going to and from their homes. This action was taken after Uncle Joe Cannon had reminded the House that for thirty years some member had arisen and proposed to cut the mileage. This he characterized as false economy, asserting the members deserved all they

Chairman Fitzgerald said the Appropriations Committee had provided the usual \$154,000 for mileage because previous votes in the House had demonstrated that the members would not broo kany change.

The real fight on the legislative bill At. probably will come at a night session when those sections are reached which abolish the Commerce Court, the Bureau of Standards, and provides in addition for the retirement of Government clerks at the age of sixty-five years without a pension.

To Stick To Bill. As the debate proceeded the House indicated its determination to stick close- Int ly to the context of the bill, and various amendments offered were voted down when members of the Appropriations

Committee objected. Among these amendments were one Among these amendments were one by Congressman Lafferty to appropriate \$500 for a clerk to the committee on milage, and another by Congressman Hamlin to increase the pay of a laborer in the House Office building. Cangressman Garner proposed an increase from \$720 to \$000 of the night telephone operator at the House Office building, but this motion, too, was defeated, and the House is sticking to the economy of House is sticking to the economy of the Appropriations Committee, which is not encouraging to the various clerks whose positions are abolished in the pending bill.

Austin Raps Senators.

Soon after the reading of the legislative bill started today Congressman Son Austin of Tennessee demanded to know why the secretaries and clerical assistants of Senators receive more than those of members of the House.

"Why does a Senator's secretary receive \$2,000 and his stenographers \$1,200 and \$1,300 when a member of the House gets along with one secretary at \$1,500?" askked Mr. Austin.
"I notice also that the bill carries a telegraph operator and a telegraph page for the Vice President's office. The House cuts out its telegraph operator.

House cuts out its telegraph operator and its page. Why this injustice? House employes all around seem to get less than Senate employes. It is neither fair to them nor to us."

Congressman Fitzgerald, chairman of the Appropriations Committee, said that the Senate should be given some latitude in stating its needs, and that the House was not inclined to attempt to U. P. Conv. 4's.... 10-4 1024 1024 1024 The Amer. Tobacco 6's 12014 12014 12014

House was not inclined to attempt to dictate to the upper body when it said that it required certain clerical assist-

Congressman Garner observed rather "In other words, we are to do noth-ing, no matter if the Senate gets ex-travagant."

Mann Speaks.

Congressmen Mann and Olmsted explained that the constituency of a Senator is perhaps as great as that of a dozen members of the House combined; that the demands upon his time are greater, and that his correspondence covers an entire State, which correspondence may be divided up among a score of House members. After this little jealous by-play, the

House adopted the provisions of the bill as they stood and did not attempt to as they stood and did not attempt to reduce the secretaries, gienographers, and messengers to Senate committees.

Congressman Page of North Carolina, precipitated the annual "mileage fight," when that section of the bill was reached which appropriated \$154.000 for the mileage of members of the House. Mr. Page offered an amendment to compute the mileage at 5 cents per mile each way instead of 20 cents each. The latter sum has been used since 1866, and, as "Uncle Joe" Cannon pointed out today somebody has made an effort almost every year to reduce the allowance.

Congressman Sherley offered a substitute providing that members shall

stitute providing that members shall receive mileage bases on "the actual traveling expenses of the member and the immediate members of his family traveling to and from Washington." The Sherlev substitute was yelled down with thunderous "noes" and Mr. Fage's amendment fared little better

meeting defeat, without a roll call vote, 110 to 43.

"Begin economy with ourselves," demanded Congressman Page in proposing to vitally stab the time-honored mileage perquisites of the House members. Cannon Caustic.

"Uncle Joe" Cannon was rather sarcastle in referring to such attempts. He observed that he had been here thirtyeight years and that every year somebody proposed a cut in th mileage. The Congressman Holman of Indiana, famed a score of years ago as the "orig-inal watchdog of the treasury," Mr. Cannon said, had held to this visionary

Cannon said, had held to this visionary scheme of knocking the members out of a part of their mileage.

"I am a multi-millionaire," said Uncle Cannon, in sarcasm. "The people say I made it in Congress. During my public service I have drawn a quarter of a million dollars. I have spent a half million. Where did I get it? I happened to have a little competence in black Illinois lands.

"We have important duties here.

black Illinois lands.

"We have important duties here.
Mambers of Congress deserve what they
receive. If I had my way, instead of
decreasing I would increase the salary
and mileage allowance. We fully deserve the salary, mileage, and stationerv allowances which we now receive."

The plan to reduce the mileage had
never proved a vote getter, he said,
addressing Mr. Page apparently. Turning to the Democrats, he said:

"The country is naving no more atration to your economies than to a
last year's bird nest."

Charles W. Stone Lectures Intricate problems of electrical work were discussed by Charles W. Stone. manager of the lighting department of the General Electric Company, before more than 100 electrical engineers of Washington in the lecture hall of the Cosmos Club last night. The talk was illustrated by many lantern slides. A bufft supper was served after the lec-

Wall Street Market Dull-Local Stocks Hold Firm UTILITY STOCKS

MARKET TURNS WEAK AND PRICES Bid and Asked on DECLINE WITHIN A VERY NARROW RANGE.

NEW YORK, May 3.—The market during the early tradjing was lifeless and weak. Stocks opened at the closing figures of yesterday or slightly lower, and sagged off from one-half to a full point before noon. Northern Pacific and Lehigh Valley were each half a point down. Reading, after a show of strength, lost three-fourths of a point, and Union Pacific a like amount. Steel at noon was a point lower. American Can, of late one of the most active at noon was a point lower. American Can, of late one of the most active stocks, opened weak, msde a sharp rally, and sold off again to the opening figures.

Character, with good support and buil sentiment in the ascendant. Little else is talked of but the expected rise in stocks, and there is no discounting the fact that the market has held well, considering the discouraging factors that have arisen in the last few days. Political uncertainty still exists, the strike situation seems to be clearing, and the situation seems to be clearing, and the situation seems to be clearing, and the situation seems to be clearing. And the situation seems to be clearing, and the situation seems to be clearing. There is little to boost the price of stocks, and yet they are at a high level and remain there in spite of all that happens. The market is in strong hands, and while there are temporary slowly upward.

At noon the market was exceedingly moving slowly upward. of member's mileage allowances and and Union Pacific a like amount. Steel an exhibition of jealousy because at noon was a point lower. American some Senate employes receive more Can, of late one of the most active

Can, of late one of the most active stocks, opened weak, made a sharp rally, and sold off again to the opening figures.

Tractions made a little show of strength on the persistent rumors that a bull pool is about to start a movement in them as specialties. Underwood was again lively, though the prices fell with the rest of the list.

Business is entirely professional in of the morning had not been covered.

Today's New York Stock Exchange Prices

RAILROA	DS		11	INDUSTRIA	L	3	
			Yes.			1:36	Te
			Close.	High.	Low.		
, T. & S. Fe com107		106%		Am. Copper 84%		8416	
Coast Line140%	C-077-2-15			A. H. Sug. com 7014	69%		695
ito. & Ohio com111		110%		Am. Can. com 41%	8914	41%	
lyn, Rapid Trans. 88%			255%	Am. Con. pfd 118%			1161
nadian Pacific 25614 esapeake Ohio 7914	79		79%	Am Cat O com	6014	6014	
. Mil. &St. P. com 109%	A 100 TO			Am. Cot. O. com 574 Am. Ice Sec 24		5714	
i. & N. W. com142	141%		1 142	Am. Locom. com 44	28%	23%	
& Hudson172	172	1000	1	Am. 8m. & Ref. com. 87%	44		449
e, com \$616	7.1	4766	1 8614			87%	
e, 1st pfd 6514		85	1 55%	Am. Tel. & Tel146%	12914	130	129
eat North.,pfd 182%					4214		
er. Met. com 19%	UNSHER	W. A. S.	1 10%	Cen. Leather com 2619	2614	2614	
er Met, pfd 57%			88%	Col. F. & I. com 8014	30	0.0007-007	20
nois Central129%	129	129	1 12914	Corn Prod. Ref. com. 1614	1614	16%	
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uls & Nash 15914	15946	15914	160%	Clamater to the same and the sa	160		169
K. & T., com 20	29	29	1	Great North. Ore 40	39%	2914	
S.P.& S.S.M., com140%				Inter. Harvester 116%	11514	116	116
ssouri Pacific 42%			42%		118	158	1 158
Y. C. & H. R119%			11954	Nat. Lead, com 58	5714		58
Y., Ont. & W 39%	3914		A CONTRACTOR OF STREET	Rail. Steel Springs, 38%	85%	35%	
rf & West113%		113	111814	Pacific Mail Stea 33%	3254	8814	33
orthern Pac12114				Rep. Iron & Steel, ct 24	24	24	24
C.C.& St.L 10714				Rep. I. & S., pfd 80	80	80	80
nnsylvania 124%				Bloss-B. S. & I., con 51%	51%	51%	51
ading, com176%				Tennesses Copper 44%	4314	4434	44
ck Island com 2844 ck Island, pfd 56				U. S. R. & Imp, co 75	75	75	1 75
L. & S. F. 2nd com 39	56 39	56 39	8916	U, S. Rubber com 5815	5814	5814	1 59
. Pacific com1216		A.		U. S. Rubber, pfd114	114	114	1114
u. Railway com 2914			29%	U. S. Steel, com 7114	70%	71	1 71
u. Railway pfd 74%		V 22 100	7454	U. S. Steel, pfd 11814		118%	1113
x. & Pac24	24	24	1	Utah Copper 68%			63
len Pac. com172	171	10000	17296	Va. Car. Chem., cor 52%		62	52
ion Fac. pfd 91	91	91	91%	western Union Tel. 83%	8214	88%	1 83
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BONDS				[] [''귀성() 프라이어(하실어 있다면서			
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				Co Nam Vanh. O P Chia-			
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1	Amer. Tobacco 6's 12014 12014 12014	al branch, Colorado Building.		
1		Open, High	Low.	Last.
Į	Atch. Convert 4's 1914 3914 9914 9914	British Col. Cop 5% 53	5%	544
1	B. & O. Gen. 4's 98% 98% 98% 1 98%	Bay State Gas 14	4 14	14
I	Chi., R. I & Pac. 4's 72% 72% 72% 19% 1 72%	Braden Copper 5% 5	6 614	514
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l		Tonopah-Belmont. 104 101		10%
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Į	E di Libited de Cité di Control de Control d	Continental Rub 16% 179	6 16%	171/2
1	G Plant & Co. 1415 G street northwest.			

Co., 1415 G street northwest. | Open. High. Low. | May | 11.02 | 10.02 | 10.95 | July | 11.15 | 11.16 | 11.95 | 11.17 | 11.18 | October | 11.23 | 11.24 | 11.18 | Chicago Grain Market. Furnished to The Washington Times by G. Plant & Co., 1418 G street northwest.

Open, High, Low, 1:15 ...1074 1074 10714 1073 ...110% 1114 1103, 1114

Butter-Best, print, 35c per lb.; tub, 33c per lb.; process, 30c per lb.; undergrades, 28a30c per lb.; process, 30c per lb.; undergrades, 28a30c per lb.; springers, 40a46c per lb.; rocesters, 8a6c per lb.; turkeys, 16a11c lb.; geese, plucked, 6a8c per lb.; unplucked, 8a10c per lb.; ducks, 14a16c per lb.; keats, young, 12a, 14c per lb.; oid, 16a12c per lb.; heats, young, 12a, 14c per lb.; oid, 16a12c per lb.; ducks, 16a17c per lb.; geese, 20a21c per lb.; ducks, 16a17c per lb.; geese, 12a14c per lb.; decks, 16a17c per lb.; geese, 12a14c per lb.; decks, 16a17c per lb.; geese, 12a14c per lb.; celery, 75c per dox; kale, 60c per bbl.; spinach, \$2.50 per bbl.; carrots, 56c per basket; \$2.50 per sack; onlons, new, \$2.60a2.50 per crate; sweet potatoes, \$5.00 per bbl.; lemons, \$3.50a4 a box; strawberries, 10a12½c per box; cucumbers, \$2.00 per basket; tomatoes, \$3.25 per crate; peas, \$1.50a2.00 per basket; string beans, \$1.50a2.00 per basket; time beans, \$1.50a2.00 per basket; time beans, \$1.50a2.00 per basket; string beans, \$1.50a2.00 per basket; live Stock—Calves, prime, \$3.50c per lb.; medium, \$a.51/c per lb.; common, \$6.7c per lb.; old sheep, \$3.00 per cwt.; lambs, prime, 51/c per lb.; per lb.; medium, 5c per lb.

Wholesale Produce Market Eggs-Nearby fresh, 1814 per doz.; South Germans Plan Outings.

The German societies of the District The German societies of the District will close their weason of activity with excursions to the resorts near the city. The Germania Maenner-Chor will have an outing at Marshall Hall next Sunday. On May 12 the Columbia Turnverein will take a trip to Chesapeake Beach, and the German singing societies will go to Marshall Hall. The Saengerbund, Hesson Darmstacdter, Verein Payern, and Kriegebund are also arranging for outings.

Reception to Mrs. Hanson. Mrs. Flora Kays Hanson, retiring secretary of the young people's branch of the Woman's Christian Temperance Union, will be given a reception tonight from 8 until 10 o'clock at the W. C. T. U. building in Sixth street north-west. Mrs. Emma Sanford Shelton, president of the Union, will assist the officers of the young people's branch in receiving. A musical program will be given.

FINANCIAL

FINANCIAL

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paid on shares matured-computed from date of first payment.

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DIRECTORS: Gilbert H. Grosvenor, Jno. A. Hamilton, Geo. H. Harries,

Ellis Spear, Vice President. P. B. Turpin, 2d Vice President.

	Local Exchange	ge
	GOVERNMENT FONDS.	
1 0	U. S. Reg. 2's 100% U. S. Coupon 2's 100% U. S. Reg. 3's 102% U. S. Coupon 3's 102% U. S. Coupon 3's 113% U. S. Coupon 4's 114% GAS BONDS	101% 101% 102% 102% 114%
	Georgetown ins 5's	169 111 109
e .flt kv k	Capital Trac. R. R. 5's	1101/4 1001/4 110 861/4 95
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	PUBLIC UTILITY STOCKS. Capital Traction 12614 Wash. Ry. & Elec, com 84 Wash. Ry. & Elec, pr 9414 Wash. Va. Ry. com 50 Wash. Va. Ry. pfd 70 Eastern Lt. & Fuel 12514 N. & W. Steamboat 212 Washington Gas 57	127 84% 9434 130 219 82%
	Amer. Tel. & Tel	174
	Mergenthaler Linotype 218 Lanston Monotype 95% MINING STOCK.	220 100
•	NATIONAL BANK STOCKS.	
•	American Nat. Bank 182 Capital National Bank 210	188 250
•	Commercial Nat Bank 2001/2 Commercial Nat Bank 2041/2 District Nat Bank 142 Far & Mech Nat Bank	209 150 275

Metropolitan Nat. Bank. 148
Metropolitan Nat. Bank. 210
Riggs Nat. Bank. 575
Second Nat. Bank. 160
National Bank of Wash. 250 TRUST COMPANY STOCKS. Amer. Sec. & Trust ... 293
National Sav. & Trust ... 265
Union Trust ... 144
*Washington Loan & Trust .240
United States Trust ... 155½
SAVINGS BANK STOCKS.

SAVINGS BANK STOCKS.
Citizens' Saving Bink. 19
none Savings 240
Merch. Mach. Savings 240
Bank of Com. & Sav. 12½
East Wash. Sav. Bank. 16
Mercantile Sav. Bank. 9
Fire Insurance 14½
Com. Fire Insurance 14½
Com. Fire Insurance 342 Arlington Fire Insurance. 14%
Com. Fire Insurance. 9%
Corcoran Fire Insurance. 9%
Firemen's Fire Insurance. 20
Franklin Fire Insurance. 30
Ger. Amer. Fire Insurance. 270
Nat. Union Fire Insurance. 3
Potomac Fire Insurance. 34

TITLE INSURANCE STOCKS. Columbia Title Insurance... 5% Real Estate Title Insurance.. 95 MISCELLANEOUS STOCKS.

Sales Today on

Potomac Consolidated 5's, \$1,000@102%. Potomac Electric 5's, \$1,000@107%. Norfolk & Washington Steamboat 5's, \$300@105, \$200@105, \$500@105.

Capital Traction, 25(2):7. Washington Rallway & Electric, com-mon, 25(2):44, 25(2):44, 25(2):44. Washington Railway and Electric pf., 25/194%. Eastern Light and Fuel, 25/2125, 12/2125, 25@126, 10@126. Washington Gas, 25@87%. After call—Union Trust, 10@144, 10@144

106144. Washington Rallway and Electric 4's. \$1,000:286%. Washington Gas, 26:87%, 56:87. Eastern Light and Fuel, 15:6126%, 10:61

12614. Washington Rallway and Electric, common, 10@8414.

Funeral Tomorrow.

Funeral ceremonies for James Ray, 69 years old, who died at Freedman's Hospital Wednesday night from a large amount of morphine which he had accidentally taken, will be held at Lee's napel tomorrow afternoon at 2 o'clock. Ray was a native of New York, but had lived in Washington for twenty years

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ARE THE LEADERS IN LOCAL MARKET

Union Savings Bank Takes Over Assets of Mercantile Institution:

The day's trading on the local exchange was without special features. A fair volume of transactions was re corded, mostly at current figures. Bond sales at the opening were in small volume, consisting of Potomac Consolidated fives Potomac Electric fives, and Norfolk and Washington Steamboat

Public Utility stocks were those attracting most attention. Capital Traction sold at 127. Railway, common, at and better, and the preferred stock at 94%. Gas went on the record at 174, and Eastern Light and Fuel at 125@126. Thirty shares of Union Trust sold at 144, and after call a small block of Eastern Light and Fuel reached 1261/4.

As outlined in The Times last Sunday the merger of the Mercantile Savings Bank with the Union Savings Bank has been effected at a meeting of the directors of the Union Savings Bank, where it was formally voted to take over the assets of the Mercaptile Bank. Certain legal formalities will have to be observed when the two banks will formally merge, and will probably be conducted as one institution.

It has not been decided yet whether the Mercantile Bank will be maintained either as a separate institution or as a branch of the Union, the action of the directors of the Union Bank only extending so far as to vote the acceptance of the assets of the Ninth street institution.

Institution.

As yet nearly all the questions of policy, officers, and management of the new bank are in abeyance, but it is generally assumed that E. Southard Parker will be president, and that the working force will be made up largely of the men employed in the Union Savings Bank at the present time.

Aviation Notes

The enlisted men at the Army Aviation School, at College Park, Md., have organized two baseball teams, and will play on Sunday afternoons. There are twenty-two privates, corporals and sergeants at the school, and this number has been divided into two teams.

Telegraphic dispatches from London state that the British government has authorized the purchase of sixty aeroplanes, and that this number will be increased to 10 some time soon. England already has about 100 machines. The United States has seven machines in the army and two in the navy.

A new Wright biplane, one out of a recent order of four, will reach College Park next week. Lieut. Roy C. Kirtland, who has been in the Wright factory at Dayton, Ohio, for over a week studying the new machines being made by this company, states that the biplane that is being shipped here is strictly a military machine. It is smaller than the old Wright machine at College Park, but will be built stronger and equipped with a six-cylinder engine. It can make sixty miles an hour.

Life Companies Hard Hit

The latest reports from the life insurance companies as to their losses by the Titanic disaster are published in the current issue of the Insurance Press. The total loss aggregates \$1,881,111. The Northwestern Mutual Life, the Mutual Life, the Equitable Life, the Penn Mutual Life, the Travelers, and the Pacific Mutual were hit the hardest.

Some of the larger policies and the names of those earrying them follow:

John B. Thayer, Philadelphia, \$170,000.

Herbert F. Chaffee, North Dakota, \$146,000. Edgar J. Meyer, New York,

George D. Wick, Youngstown, Ohio, \$47,500. Benjamin Guggenheim, New York,

\$50,000.

Charles M. Hay, Montreal, \$25,000. William B. Silvey, Duluth, \$22,500. Isidor Straus, New York, \$20,000. Major Butt carried a policy for

SEAMEN'S UNION TO BE REPRESENTED AT

vacant when today's proceedings began, indicating that the public is not keenly interested for the time being. As to ice warnings, Sir Rufus went on as follows:
"The Caronia notified the Titanic of

ice at 9 o'clock in the morning of April 14, and the Titanic acknowledged the warning. Later a second warning came from the Baltic. This vessel sig-

naled that ice floes were menacing the southern route."

Lord Mersey here interrupted to ask:
"Am I right in supposing that the Titanic ran into a locality where ice was after being warned that the ice was

'Yes." responded the attorney gen-"Yes, responded the attorney general,
"It seems to me," said Lord Mersey,
"that the spot indicated as the scene of the collision is very close to the point where ice was indicated by the Baltic."
Turning to a representative of the White Star line Lord Mersey asked if that was right, but the steamship con pany's representative could not say.

ASK SHIP BUILDERS FIFTEEN QUESTIONS

Ohioan to Seek Way to Make Ocean Steamers Safer.

Senator Burton of Ohio, one of the leading members of the Senate subcommittee to investigate the Titanic disaster, has sent out a list of fifteen questions to the foremost shipbuilders in this country asking them what improvements can be made in ship construction to prevent such calamities as the loss

of the Titanic. In submitting these questions, Senator Burton has aimed to cover the field fully. He has asked questions relative to water tight compartments, bulkheads, equipment with lifeboats, and a number

equipment with lifeboats, and a number of other pertinent matters. As soon as these replies are received they will be incorporated in the record.

While little more testimony remains to be taken, the subcommittee will get the opinions of experts of the navy, of the steamboat inspection service, and others regarding improvements to be made in ship construction and equipment. Rear Admiral Hutch I. Cone of the Navy Department is one of the officers whose opinions will be obtained. He has attended all the hearings and is now giving the subject attention. Captain Knapp of the hydrographic office is another. Supervising Inspector General Unler of the steamboat inspection service is another.

The feeling is pronounced among

INQUIRY IN LONDON

INQUIRY IN LONDON

INQUIRY IN LONDON

INQUIRY IN LONDON

In ambers of the subcommittee that the watertight compartments of the Titanic among mambers of the subcommittee that the watertight compartments of the Titanic is percent because they were never properly closed, or because too many were to what happened with respect to the watertight compartments seems likely never to be cleared up.

Senator Burton said today that in his opinion the preparation of the report would take time and care. He said he was ready to begin on it without holding any further sessions to take testimony, though he is anxious for the opinions of shipbuilders and naval experts.

LONDON, May 3.—The International Seamen's Union today demanded representation at the government's inquiry into the Titanic disaster, which is being conducted by Lord Mersey and five wreck commissioners at the London Scottish drill hall.

Upon making inquiries Lord Mersey ascertained that 23 members of the ill-fated White Star liner's crew were union men, and that seventy-seven of these were saved. He therefore granted the union's request.

As a result of the success of the seamen in gaining recognition, the Imperial Service Guild, representing the ship officers, renewed its application to have representation. Lord Mersey gave no immediate answer, but indicated that he would allow that body to appear.

Attorney General Sir Rufus Isaacs outlined the government's case by saying that he would introduce evidence to show that there was dangerous ice in

Government Asked to Buy Mammoth Cave

To make the Mammoth Cave, in Kentucky, a national summer and health resort by its purchase for \$1,000,000, was urged upon the House Military Affairs Committee today by prominent Kentuckians.

Dr. J. N. McCormick, Kentucky health commissioner, told the committee that President Garfield's life might have been saved if he had been taken to the cool depths of the natural wonder. M. H. Crump, of Bowling Green, Ky., and A. C. Janin, trustee of the Mammoth Cave Commission, also urged the Federal appropriation.

ANNOUNCEMENT!

We wish to announce that we have acquired the entire business and good will of the firm of Johnson Brothers, to take effect as of May 1. We earnestly hope that former customers of Johnson Brothers will continue their valued patronage with us.

J. MAURY DOVE COMPANY, INC. Wholesale COAL Retail

Principal Office, 12th & F. Sts. N.W.

BRANCH OFFICES:

21st and I sts. n.w. 1515 7th st. n.w.

3d and K sts. n.w.

1211 1st st. n.e.

RAILROAD TERMINALS: 14th and Water sts. s.w.

WHARVES:

27th st., foot F and G.

Water st., foot of 13th st. s.w.